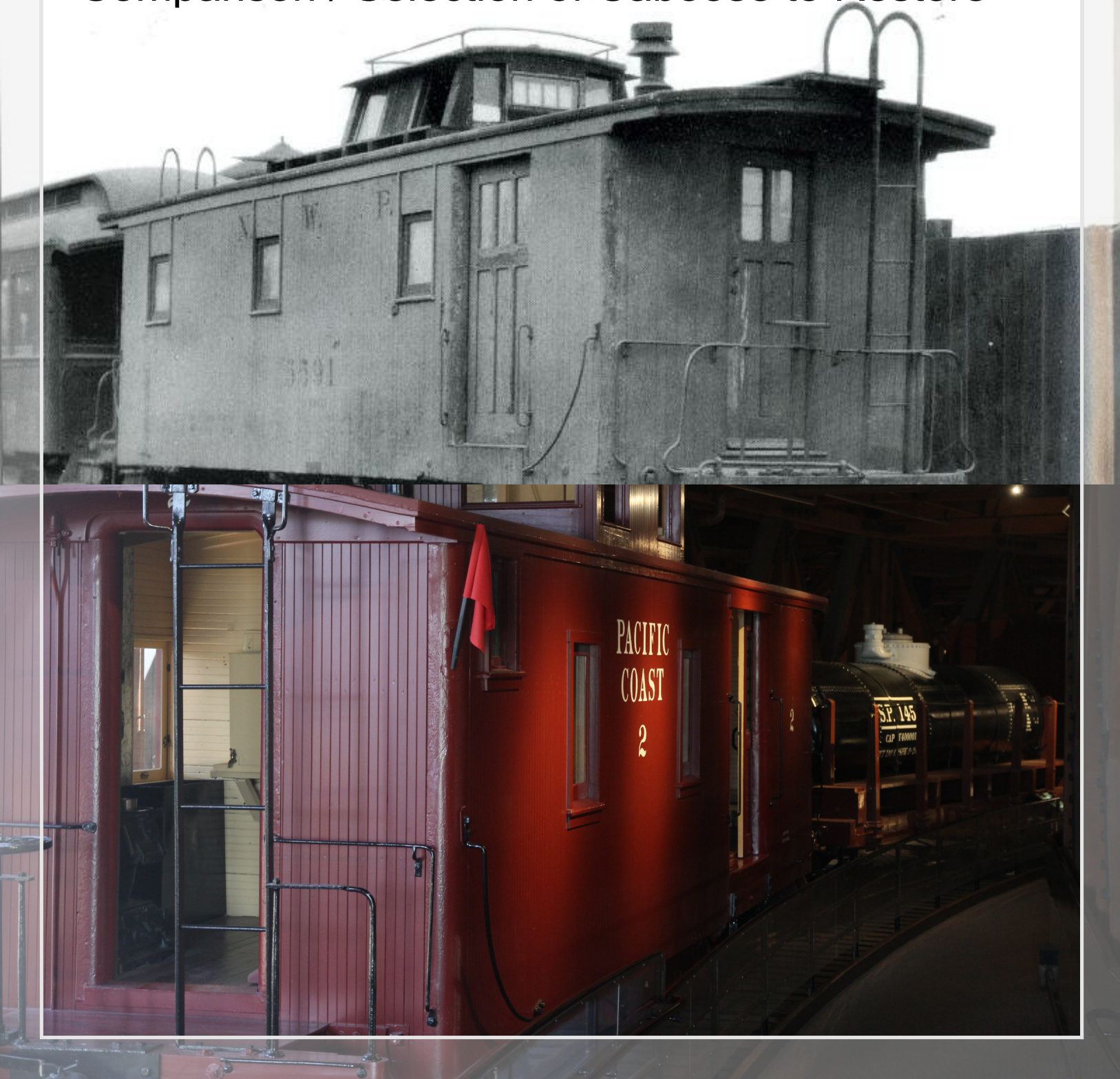


NWP #5591 vs. PCRwy #2

ALTERNATIVE ANALYSIS

Comparison / Selection of Caboose to Restore



PRELIMINARY REPORTS

AND

RESTORATION OPTIONS

NORTHWESTERN PACIFIC RAILROAD CABOOSE NO. 5591

AND

PACIFIC COAST RAILROAD CABOOSE NO. 2

By

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The California State Railroad Museum is in the enviable position of having two narrow gauge cabooses with space for but one in the final exhibit of the 1920's narrow gauge freight train. This preliminary report has been prepared to assist in making the decision as to which caboose, the Northwestern Pacific Railroad No. 5591 (sometimes referred to as the R&LHS caboose), or the Pacific Coast Railroad No. 2 (sometimes referred to as the Ward Kimball caboose), will be the one to appear in the final exhibit.

Due to costs and difficulties in changing a piece of rolling stock on the second level trestle, it has been assumed that the decision, once made, will be final. This belief, then, negates the possibility of putting the No. 5591 in the exhibit with only a "dust-off" or partial restoration of the Bethlehem Steel rebuild of 1968. Either caboose must be fully restored when going into the exhibit.

No consideration has been given to the fact that approximately \$14,000 was spent on the 1968 rebuild of No. 5591. Precedents have already been established that the proper restoration for interpretive purposes outweighs in importance any previous restoration efforts. The precedent for this concept is the decision to restore the Virginia & Truckee No. 13 (Empire).

We must emphasize the point that no hard and fast estimate can be made as to the work required on either caboose until they have been thoroughly inspected and at least partially disassembled to expose the now hidden internal components. At this time, it appears that the major work required on the

No. 5591 is metal work as contrasted to wood work being required on the No. 2. The attached "Work Required" sheets outline what we believe is needed to restore the two cabooses.

Interpretive considerations are listed in the first attachment of this report.

It appears that the possible higher interpretive value of the Pacific Coast caboose must be balanced against the large amount of wood work required. At this time, wood workers are not available in the Restoration Shop while metal workers are. A backlog of wood work is building up in the shop, among which are the completion of the Silver State windows, cabs for both the Sonoma and the Empire, and wood lagging on the Empire boiler. With this backlog of wood work, it appears that the NWP No. 5591 is the more appropriate piece for restoration.

If we are able to hire capable wood workers and the contractor schedule for putting the train into the museum does not conflict with our date of complete restoration, we should consider the possible greater interpretive value of the PC No. 2 and restore this piece.

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INTERPRETIVE CONSIDERATIONS

Northwestern Pacific Caboose No. 5591

and

Pacific Coast Caboose No. 2

NWP Caboose No. 5591

1. In the 1920-30 period, could only be from the Northwestern Pacific.
2. Straight caboose only.
3. Less varied history (one area of operation).
4. One more piece of equipment from same area and railroad already represented by the "Sonoma".

PC Caboose No. 2

1. During the 1920-30 period, the caboose might be of the Nevada-California-Oregon Railway or Pacific Coast Railroad.
2. Could be straight caboose or a combination passenger baggage carrying caboose (1930) and show decline of passenger traffic on narrow gauge railroads.
3. More varied history (two areas of operation).
4. Represents a railroad closer to southern or northeastern California areas from which we have no representation in railroad equipment.

WORK REQUIRED ON NORTHWESTERN PACIFIC CABOOSE NO. 5591

Replace all end sill/platform iron.

Replace all door hardware.

Reside -- outside only.

Replace air retaining valve.

Make new water can.

Replace interior cabinet spring locks.

Replace Westside Lumber Company trucks with new correct type trucks.

Repair or replace parts which may require same after car is inspected and exterior siding removed.

Repaint and reletter.

Problem Areas: Major one foreseen at this time (without complete inspection of car) will be the building of new trucks. The 24-inch diameter wheels are on hand and some parts may be usable from the M&SV Combine.

WORK REQUIRED ON PACIFIC COAST CABOOSE NO. 2

This estimate is based on a visit to Ward Kimballs and a brief inspection of the caboose. Estimates may change as the caboose is restored and hidden defects appear.

70 percent replacement of wood parts.

Paint and reletter.

Problem Areas: Has possibility of being another M&SV restoration but at less expense due to simple non-decorative construction.

CHRONOLOGY OF NORTHWESTERN PACIFIC

RAILROAD CABOOSE NO. 5591

- 1904 Built by North Shore Railroad Car Shops at Sausalito, California, as No. 2002.
- 1907 Caboose No. 2002 becomes part of Northwestern Pacific Railroad Company and renumbered NWP No. 6101. Repainted to NWP colors of medium yellow and black. Roof-top marker lamp replaced with standard marker lamp brackets at each corner.
- 1913 (Aug.) Automatic couplers and new draft gear installed at cost of \$11.62.
- 1914 Caboose No. 6101 renumbered to No. 5591 and train number slots added fore and aft on caboose cupola's center window.
- 1915 (ca.) ICC required installation of handholds on car sides at all corners, end beams and cupola roof, and footboards surrounding cupola base.
- 1930 (Mar.) Last run of NWP narrow gauge. No. 5591 hauled back to Point Reyes for storage.

1934 (Oct.) Sold to United Commercial Company. Brake gear, trucks, and end platforms removed and car converted to residence near Point Reyes Station. (Later became storage building.)

1959 Donated to State of California and trucked to Samuel P. Taylor State Park.

1968 Entrusted to the Pacific Coast Chapter of the Railway and Locomotive Historical Society for restoration and possible future inclusion in the California State Railroad Museum. Restoration performed by Bethlehem Shipyard.

1969 (Sep.) Trucked to Key System barn for storage.

CHRONOLOGY OF PACIFIC COAST

RAILROAD CABOOSE NO. 2

- 1910 Caboose purchased by Nevada-California-Oregon Railway for \$837.30. (Builder unknown but may have been Reno Mill and Lumber Company or NCO shops.)
- 1925 (Oct.) Nevada-California-Oregon Railway purchased by Southern Pacific.
- 1927 (Summer) Southern Pacific dual gauges NCO and narrow gauge equipment no longer required.
- 1928-29 Sold to United Commercial Company and then to Pacific Coast Railroad and delivered to San Luis Obispo, California, retaining same number, No. 2.
- 1930 (?) Altered to baggage-passenger-caboose for use on mixed trains by addition of a baggage door on each side of the car at the "A" end and a window to the toilet compartment.
- 1930's Cap added to smokestack and car repainted and relettered with reporting marks on the "A" end sides ahead of the baggage doors.

1937 (Oct.) Photographed in R&LHS excursion train between San Luis Obispo and Port San Luis. (Lettering schemes changed.)

1937 (Oct.) -

1938 (July) Shopped at San Luis Obispo for replacement of end platform, end sills, and wood steps replaced with metal steps. "A" end sill installed upside down.

1940 (Oct. 20) Used in final passenger excursion to Santa Maria.

1941 (Dec. 20) Permission given by ICC for Pacific Coast Railroad to abandon line. Track and rolling stock sold to Bell Oil Company and in turn to Dulien Steel Products Company of Los Angeles.

1946 Sold to Ward Kimball, San Gabriel, California, for use on his private "very short line", the Grizzly Flats Railroad.

1978 Sold to California State Railroad Museum.

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